

The National

Falcon

News

The Monthly Magazine of The Falcon Club of America
July 2014



Bob Smith
Pittsburgh, Pennsylvania
1965 Falcon Futura Hardtop

July 2014

COVER: BOB SMITH'S 1965 FALCON FUTURA

At the impressionable age of 16, Bob became a Falcon owner when his father inherited one from a friend. He eventually wore that first car out, but in the process of ownership, he learned responsibility as well as everything he needed to know to fix up a Falcon. The opportunity to do just that would come much later in his life. Finding and fixing up a 1965 red Futura brought him back to that joy of his youth and rekindled the flame of Falcon ownership.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

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2013 Migration to Tulsa By Phil Barber



Our annual migration began at McDonald's west of Frederick, Maryland. Our group consisted of the Garretts, the Barbers, the Hendersons, and Tom Lauppe—the latter two in their trusty Falcons. We had good weather and a nice drive to our first night's stay at the Holiday Inn in London, Ohio where several others joined us. A scouting party earlier in the afternoon had found a place, The Red Brick Tavern, for us all to have dinner. It is noted for having been Ohio's second oldest stagecoach stop and is located on the National Road. Because we were such a large group it was slow going—almost like a stagecoach—but still a lot of fun. We know the things Falcon folks do best...find restaurants, discover fun things to do, and, of course, talk about their cars. It was a great gathering and enjoyable evening.

The next day we were off to Chicago where our second night was spent just north



Migrators were first spotted leaving their hotel looking prepared to fly south, then again as they lined up in downtown Chicago before departing for Tulsa.



Several groups found old gas stations that had been converted to trinket shops along the way.

Jack and Colleen Ellis posed at the trailhead and at the end of their journey which continued on from Tulsa to California.



One group stopped at the Heritage in Flight Museum in Lincoln, Illinois where travelers Wally and Judy Peterson, Ed and Cindy Dapore, Gordon and Carol Leslie, and Pat and Diane Varricchio parked their cars by the planes on the flight line. Photo by Pat and Diane.





of O'Hare airport. It was Saturday afternoon and the traffic was a bit hectic, but I'm sure it was still less congested than a Monday rush hour would have been. It was a chore keeping each other in view, but somehow we managed; at times it felt like a race. By this time we had quite a group, as many met us at the hotel for the ride to downtown Chicago. That was where the next day, at the beginning of Route 66, we would officially start our migration to Tulsa.

Of all the folks who joined us along the way, I found the most inspirational to be Jack and Colleen Ellis from Kansas. They drove hundreds of extra miles just to meet us in Chicago. Jack said this was the opportune time to travel Route 66 from beginning to end and to check this off his "bucket list." After the show in Tulsa, they would continue their trip to the end of the route in Santa Monica, California. An offer was extended to any that wanted to go with them, but there were no takers. The picture on the previous page confirms they did make it to the end of the trail.

That evening, instead of all of us trying to find a restaurant that would seat 16 to 20 folks right away, our tour guides Mike and Pilar Garrett invited us all to their hotel suite for a trip meeting, some drinks and good times. We decided that restaurants were not a good idea for such a large group, so we decided to order in pizza. While the guys talked about Falcons, the ladies took care of the ordering details.

—continued on page 21



Our first dinner together was at The Red Brick Tavern in Lafayette, Ohio. Built in 1837, it was an old stagecoach stop and is listed on the National Register of Historic Places.

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1960 silver Falcon two door sedan, re-stored with a six cylinder 200 engine with less than 100 miles on it. Body and floor are solid. All new interior, brakes, wheel cylinders, kyb shocks, aluminum radiator, and battery. Excellent exterior and chrome. Original mileage 76,467. Asking \$8500. Call Bob, 516-887-2520 or email wtrkb1@optonline.net. NY.

1960 blue Falcon coupe with automatic transmission. It is currently not running but does come with a spare engine. All the glass and the body is good. I would love to sell to someone who will appreciate my little car as much as I do. Renae Hagen, 406-431-5812 or bnhhd@yahoo.com. MT.



1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 14 years, it has been driven 35,000 miles. \$3500. Contact Wendy by email at fca.editor@yahoo.com. KS.



1963 Falcon sedan delivery. Original California car with 289 V8 automatic, new interior, tires, wheels and exhaust. Body is straight, chrome and stainless in good condition. \$14,000. Tim Grinolds, 619-944-2873 or tvgrin@cox.net. CA.

1963 Falcon convertible with a six cylinder, four speed. Bucket seats with console. Car is very presentable and has been verbally appraised at \$18,000. Asking \$14,500. Call Lyman Rutherford, 617-323-4419 between 4:00 and 8:00 PM. Roxbury, MA.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about ten years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.

1963 Ranchero project vehicle with original V8 in pieces. Pretty solid truck with minimal rust when stored 25 years ago. More information when weather permits removal from barn. Lou Williams, 734-522-2548 or lew01a@earthlink.net. MI.



1963 1/2 Ford Falcon Futura Sport Convertible for sale due to health reasons. Painted its original color of Rangoon Red, with Falcon and Mustang mechanics, newly built and in number one condition. View more than 100 photos which testify of no ordinary restoration but an entire new rebuild at plus.google.com/photos/106342802519532958913/albums/5995159920407917953?authkey=CKW4-P_6hP-JgAE. Car will be delivered fully assembled, functional, and ready to drive. Optional engines are available—original six cylinder in-line with original gearbox, upgraded Mustang 200 six cylinder line with C4 or

289 or 5.0 V8 in top condition with C4. A brand spanking new car with lots of fun is waiting for you to enjoy! Call Vermeulen Thierry, 0032 486-078.981 or 0032 498-207.983; email Thierry.Vermeulen@telenet.be or info@naughtyboyz.be. Vermeulen Thierry, Prosper De Witstraat 18/b2, 2100 Deurne, Antwerp, Belgium.

1964 Falcon Futura convertible with 50,000 miles. All original 200 six cylinder automatic. Aqua with white top. Runs, drives, and looks great. Asking \$12,000. Call Joe, 614-581-0130 or email jarndt@cwls.us. OH.



1964 Falcon Futura convertible with six cylinder automatic, pale yellow body, black interior, new tires, and slight rust. Asking \$8500. Ward Heinrich, 860-567-0398. CT.

1964 Falcon window Econoline van. Rolling chassis set up for small block Ford V8 engine and AOD transmission. Nine inch Ford rear end installed with new brake shoes, wheel cylinders, hoses, and steel lines. Colorado van with only a couple of small rust spots in front of rear wheel wells, some small dents as well. Underside sandblasted and clean. Floor repaired and covered with 5/8" plywood. Engine doghouse modified to cover the V8 motor. Will sell with interior package and outside chrome package included. Many spare parts available as well. Complete custom made aluminum radiator cooling module available for this van as well. Asking \$2500 OBO. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. ONT.

1964 Ford Falcon, 302 engine, 300 HP, C-4 auto transmission, eight inch rear end, five bolt axles. Rear shortened

two inches, power steering, front disc brakes, Flowmaster exhaust. Built by Bill Scribner, Kent, WA. Owners, Don and Amy Tawes, 503-236-4684. OR.



1964 Falcon Sport Futura convertible. Great driver, rebuilt 200 CID six C4 automatic transmission, eight inch Maverick rear axle, 3.25 to 1 ratio, about 2000 miles on the drive train. Top works fine, has repaired rocker and torque boxes, replacement front sheet metal, bumper, serviceable interior and needs paint. Excellent chrome inside windshield trim, quarter window frames, wing window frames and outside top trim very good to excellent original condition. I have 98% of the parts to finish this car, included for \$5995. Correct Falcon bucket seats and console for \$6995. See this car at the Falcon Nationals. Call or email Lenny Kellogg, Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggs-garage.com. CO.

1964 Falcon Futura with some rust and needs restoration. Runs strong, 2000, 5.0 EFI, T-5 transmission, P.T. rear, needs front steering. I have Mustang II front for car. Need to sell. Larry Rickman, 662-284-9285. MS.

1965 Falcon Futura with very little rust. New coil over front with rack steering. I have all the chrome. Body on car is great. Need to sell. Larry Rickman, 662-284-9285. MS.

1965 two door sedan, runs great. Older restoration. Black paint, turquoise interior, 170, three speed automatic. Super clean New Mexico car, newer paint and rubber. New headliner, bucket seats with original back seat. Spare 200 cu. in. engine. \$3400. Mike Fricken, 505-301-7210. NM.

—Continued on page 10

President's Message: Cliff McKay

Head 'em up and move 'em out. Seems as if we've really blasted through spring and now we're bursting into summer. Hopefully we have all properly planned and are ready to hit the roads to Overland Park, Kansas for our National FCA Meet. The Wheat State Falcons have already meticulously planned our group cruise up to the KC area.

Summer is definitely the best time of the year for local chapters to actively cruise around their local areas and be on the lookout for new Falcons and prospective new members. Be sure to invite folks to join in our local events with our great Ford cars, trucks and vans. Good fellowship is hard to beat and a great recruiting tool too. Don't forget to hand out some your FCA business cards or even pass along an older copy of our FCA magazines if available. Don't forget to take those kids to car shows, too.

FCA continues to encourage current members to help others who are interested in restoring or acquiring a Falcon of any style for their very own. It never hurts to spread the word about our great club and its many benefits. Hopefully all FCA members are aware that they can attend our Business Meeting on Saturday afternoon during the National Meet; this is when your votes are cast for officers and items that affect our club's operation.

Michael Garrett of Maryland should nearly be ready to start his migration of Falcons along old US 50 to this summer's FCA Nationals. Group travel caravans to National events are usually lots of fun and help build a true sense of camaraderie between FCA members. I highly recommend member



participation, as it builds new friendships and renews old acquaintances; it also ensures safety in numbers while traveling. Plus, other FCA members are available to lend a helping hand if a problem should arise along the way.

Speaking of the Nationals—time is running very short, so be sure that you have both your registration for the Meet and hotel reservations made. Please take care traveling to and from our National Meet. Do not take chances on pushing yourselves or your Falcons beyond reasonable limits. Overland Park, here we come, ready or not. Just a reminder, it will likely be very sunny and hot, so bring along plenty of sunscreen, fluids and whatever else you

require to protect and keep yourselves comfortable.

It saddens and pleases me to announce that our longtime *The National Falcon News* Editor, Wendy Crosby, is retiring from her position this month. She is retiring on a high note, having won yet another Golden Quill Award for our magazine. Make sure you read her letter to the club in this issue and her introduction of her replacement, Janet Wilkerson. We all wish Wendy the very best in her retirement and thank her for her many years of service.

Take care of one another and remember that each day is indeed a "Gift." May God Bless! Hope your summer of 2014 is full of fun and very enjoyable for your entire family. Enjoy flyin' those birds safely down America's highways and byways again.

—Cliff McKay (FCA #7987)
Peck, Kansas

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Retiring Editor Wendy Crosby (left) with new Editor Janet Wilkerson

This is hard to write...

After 17 years, I am retiring as FCA Editor. The FCA Officers and Board know this, of course, and my replacement is in place so *The National Falcon News* will continue to arrive in your mailbox.

I got started in 1997 when then President Steve Springer asked our chapter for help with “scanning some pictures.” Having recently moved to KC and gotten involved in graphic design, I was happy to help. Jim was restoring the Sprint at the time.

Things moved on quickly and my first full issue was November of 1997. Since then time has flown and now it is 17 years later. How did that happen? I definitely *was* having fun...

With the support of the FCA membership, together we have taken the magazine from a copy-and-paste newsletter to a full blown digital color monthly magazine, winning Golden Quill Awards every year along the way.

Having sold the Falcons and all the other classics, Jim turned his attention to the bus we bought in 2010. That’s right, a bus. A 1981 MCI-9. All those ground-up restorations were helpful as he tackled this much larger and more complex project. Not only are there so many “house” systems, the interior

required much attention as well. Good thing we bought a “finished” bus! He replaced flooring, built cabinets, did wiring, plumbing, fixed the generator—you name it, he fixed it.

We have been traveling in it from the beginning, including to Louisville and Tulsa FCA Nationals, but were only able to be away for about a month because the house and yard needed attention. And although Jim has been “retired” since 2010, the bus became his full-time job for those years. Even when we traveled, I was still working, which meant that while he was bike riding or reading, I would be putting together magazines. I wanted to go for a bike ride too.

Now the house is sold and the stuff is sold and we are ready to take the plunge and just roam around. We will eventually settle down somewhere but right now we don’t know where and it doesn’t matter. And we got new bikes!

I have prepared by taking the advice of former President Chuck Beason, who told me, “If you retire, you have to find your replacement.” That made sense. Publication preparation takes place way ahead of issue date and must be timely to ensure continuous delivery. I know

from experience that people want their magazine. On time.

Since September of 2013 I have been working with Janet Wilkerson, a professional graphic designer like me and also an FCA member and my sister-in-law. If you look back through your October 2013 and later issues you will see the results of Janet and me working together to ensure a smooth transition with no inconvenience, change of quality or delays to the FCA or its members.

I know you will welcome her and support her just like you did me. Send her your stories and photos. Be forgiving if something falls through the cracks. We always try to make things right if we goof up and appreciate your patience. Janet will be at the 2014 FCA Convention, so be sure and say hello and introduce yourself. I know firsthand that FCA members are good at making folks feel like part of the family.

And, by all means, if you send in a photo or story and it doesn’t appear in the magazine at some point, please contact the Editor and make sure it didn’t end up in a wrong monthly folder instead of an archive. Or that it was even received. I recently discovered—to my horror—that I somehow overlooked a Tech article by Dick Harrington and Jack Ellis—for like a couple of years! Readers especially appreciate Tech articles, so believe me—that would have run sooner rather than later had I not been so boneheaded. It will appear in the August issue. I totally regret the oversight.

One final note. I feel honored and blessed to have served as FCA Editor. The experience has enriched my life in ways I could never have imagined. I have learned and grown personally and professionally. I feel so very privileged that FCA members have trusted me to tell their stories and graciously invited me into their lives. We have laughed together and cried together. I have formed lasting friendships and mourned those we’ve lost. I can’t thank you enough.

I love you guys.

—Wendy

Check out mightybus.wordpress.com.

Let us know if we’re in your area!

mightybus.wordpress.com

Classified Advertising

—Continued from page 7

1965 Falcon sedan delivery, \$4000. 1965 Falcon Futura HT, \$1200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.

1965 Falcon Futura convertible, burgundy over burgundy/black custom interior. 95,000 miles. Rebuilt 302 H.O. with a four bbl Holley and rebuilt C4 three speed. Power steering, front disc brakes, dual bowl conversion, five seat belts and modern lights for safety. Newer top, paint is in excellent condition, engine bay detailed, and dash restored. Zero rust, no leaks. \$16,995 OBO. Greg, 734-218-5302 or gregorykrea@gmail.com. MD.

1965 Falcon Futura 289 convertible. Some rust on floor pan. On rotisserie, needs restoration. 351 Stroker motor.

TFS twisted wedge heads, Moser axles, intakes, Cobra valve covers, many more parts. \$8000 OBO. Contact Richard Disbrow, 440-320-6198 or ndisbrow@centurytel.net. OH.



1966 Ranchero, 5.0 4V, top loader, four speed with overdrive with five original Magnum wheels, including spare. Includes a neon light underneath. There is some rust along bottom edges, \$4000. Photos available online at imageevent.com/desotorigr/cars/tequillasunset. Tom Milne, 541-921-0756 or ranchero66@mac.com. OR.

FALCONS WANTED

1963 Falcon Sprint coupe, four speed original or original restored. Please no rusted out car. Call or text Norris, 337-296-6470 or email njstoute@bellsouth.net. LA.

WANTED: good 1963, 1964 or 1965 Falcon Sprint with factory four speed transmission. Hardtop or convertible. Bench or buckets. Call Dave, 905-648-2705 or dmlnar@sympatico.ca. Ancaster, ONT.

Wanted: 1965 Sprint, manual transmission, 289, original car or correct restoration in terms of original color paint and interior. Distance no problem. Call Jerry, 336-765-8312 or email ww Whitfield@triad.rr.com. NC.

1969–1970 Falcon coupe, driver quality or better. Must have good paint and no rust. Mechanical challenges OK. Stock or lightly modified with V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage. 717-538-0474 or dvandtl@yahoo.com. PA.

PARTS FOR SALE

1970 302 heads, cast #DOOE, dates 9L18 and 9J9, one pair, \$100. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair, \$100. NOS rear brake drum, part #CODZ-1126-B, \$80. NOS road draft tube, part #CODE-6758-A, \$15. NOS taillight lens, part #CODF-13450-A, \$30. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

1960 NOS Ford Falcon grille, \$199. 1964–65 Falcon/Comet Hardtop, Ranchero, Wagon, gold carpets, front and back, \$99. 1964–65 Falcon tail light buckets, good condition, \$45. 1965 Falcon headlight doors, good condition, \$45. 1963 Falcon Sprint, back panel trim, \$75. 1964 Falcon Futura, back panel, \$75. 1963 Falcon front fender spears, good condition, \$100. 1963 Falcon fender

1960-1970 FALCON

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obsoletereliableparts.com

—Continued on page 14

The National Falcon News

Calendar of Events

JULY 10-12, 2014 **35TH ANNUAL FCA CONVENTION** **OVERLAND PARK, KS**

Hosted by the Mid America Chapter. Use form in this issue to register now!
midamericafalcons.com.

AUGUST 7-9, 2014 **METRO DETROIT REGIONAL MEET**

To register, use form in this issue or at
detroitfca.webs.com.

AUGUST 22-23, 2014 **NE CHAPTER 17TH ANNUAL** **REGIONAL FALCON MEET** **STURBRIDGE, MA**

For information, email Cris Bowes at
CBRicris@aol.com or check Chapter website at
northeastchapter.com.

SEPTEMBER 5-6, 2014 **FCA REGIONAL MEET** **NIAGARA FALLS, NY**

Hosted by the Erie Canal Chapter FCA.
Holiday Inn, 114 Buffalo Ave, Niagara Falls, NY.
800-HOLIDAY. This is the same hotel as the last time. It is
walking distance to the Falls, the Seneca Niagara Casino and
many other attractions. Register at eriecanalfalcon.com.

OCTOBER 3-4, 2014 **CAROLINAS CHAPTER 11TH REGIONAL MEET** **KANNAPOLIS, NC**

Hosted by the Carolinas Chapter FCA. For info email
James Baxter at info@baxtersigns.com or check Chapter
website at ncfalcon.org.

Are you hosting a Falcon event this year?
Send a notice to the Editor at the address on
page 3 to get the word out to FCA Members.

MARRIOTT AT CENTERPOINT WELCOMES MOTOR CITY FALCONS



The historic roadway is clogged with evening pre-Dream Cruise action and spectators.



Holy week is here! The Woodward Dream Cruise warm up. Every night Woodward Avenue will be jammed with classic cars, street rods, muscle cars and every other type of specialty vehicle known to man.

Located just minutes from Woodward Avenue, the elegant Marriott at Centerpoint in Pontiac, MI will be hotel headquarters **August 7, 8, and 9** for the **FCA North Central Regional "MOTOR CITY FALCONS 2014"** hosted by the **Metro Detroit Chapter**.

The Marriott is an outstanding venue that places you in the middle of all the evening Woodward Dream Cruise preview week activities. The Regional room rate is \$102 plus tax which includes breakfast (see registration info for details). The hotel features an indoor and outdoor pool and health spa, outdoor cafe, fine dining and plush accommodations. It's an outstanding facility to bring the kids or grandkids. The hotel has ample room for show vehicles, swap meet space, trailer parking and vendors. A car wash area and outdoor refreshments will be provided.

The **MDFC** invites all Falcons to Motown for a great three day event! For more information go to **detroitfca.webs.com** or call **MDFC** President Gordon Leslie at **313- 382-2993**.

See you there!



Rekindling That Old Flame

I first became a Falcon owner in 1972 at age 16 when my dad inherited a 1964 Falcon two door post car with a 260 V8 three-on-a-tree manual transmission. It was black with a red interior and had been meticulously maintained by the man who had bought it new. He told my father that one time he took it to a Ford dealer for a repair and when he got the bill, it said they had installed a rebuilt part; he made them replace it with a new FoMoCo part. I learned how to do mechanical repairs on that car and take responsibility for my own vehicle. I had friends that fixed their cars, too. Much of it was out of necessity, but with a group of friends, it was fun. I drove it for about nine years until it finally rusted through so badly it was no longer safe to drive.

I bought my current 1965 Falcon Futura Hardtop on eBay after I had "toiled" with the idea of reviving an old hobby. There was a period when I was living in Alabama, fixing up old cars and selling them up north. But, for the last 15 years I've not been involved in anything with cars except the maintenance on my daily drivers. I started driving Ford



Rangers and feared I had lost my mechanical skills. But, these vehicles were bulletproof compared to the absolute junk I worked on in the 1974–1984 Chevy Monte Carlo phase I went through.

In January 2007, I went way out of my comfort zone one day while looking at Ford Falcons on eBay; I placed a bid and bought this car via pictures only, without a test drive, and paid more than it was worth. I didn't care...it was the Falcon for me. In a prior Falcon bidding experience I was outbid on an "unmolested" 1964 Sprint V8 four speed that had been in a warehouse for 20 years. I lost the bid in the final few seconds by \$100. That car needed everything and, in retrospect, I might have never finished the project.

However, this 1965 Falcon Futura was drop dead gorgeous right out of the box. People came to it and gazed every time I stopped on the interstate while trailering her home from South Carolina to Pennsylvania. I will admit that I did get ripped off buying a car this way. If this car had been on a local lot closer to home, I'd have spent the time and effort that buying an old car requires. I might not have bought this car, or I would have set my "best offer" much lower. When I took it for a short test drive before I loaded it on the trailer, it ran fine, but when I got it home it quit running and never made it from the trailer into my

1965 Falcon Futura

By Bob Smith



A transmission replacement, differential repairs, an engine rebuild...it needed it all.



This Falcon had never experienced snow until moving to Western Pennsylvania.



garage. This car needed everything—and I mean everything—down to the light bulbs behind the dash. I have to laugh that the guy I bought it from said, “you could probably drive it back to Pennsylvania.” To this day, I don’t know how it even test drove; it must have just been luck.

Working on the car has rekindled an old flame and drive that I have not had in years. I found it invigorating to pull the transmission three weekends in a row, trying to find the shudder I got when I let out the clutch. I don’t mind the fluid-stained driveway and garage floor from what pours out of every seal, gasket, fitting and connection. I enjoy hunting for and replacing virtually every mechanical part on this car. It has taken several years to get it all mechanically right again. The brake system has been totally replaced, including upgrading the master cylinder to a dual-bowl setup. I rebuilt the engine and all of the major components in the drive train. If you can think of a part name in the Falcon, I am sure I have rebuilt, replaced or repaired it.

The good part through all of this is that it I still find the car absolutely gorgeous to look at. I almost

don’t care if it moves. When I take this car out for a spin, it is like being in my own parade. There isn’t a drive I take in it where someone doesn’t go out of their way to come to me and say how beautiful this car is. It makes all the hard work I put into it very worthwhile...actually, priceless!

—Bob Smith (FCA #12969)
Pittsburgh, Pennsylvania



My Futura sits proudly amongst her peers in 2010 at the Western Pennsylvania Falcon FCA Cruise.

Classified Advertising

—Continued from page 10

top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete, drum to drum with E-brake cable, \$400. 1963 Falcon Futura glove box door, \$65. 1964–1965 Falcon glove box door, \$50. 1963–65 Falcon/Comet four speed shifter, \$195. 1963–65 Falcon/Comet four speed tunnel, \$199. 1964–65 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$299. 1963 Falcon hood ornament, black wrinkle powder coat, \$155. 1965 Falcon shop manual, \$40. More NOS and used Falcon parts available. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

1965 Falcon four speed transmission, rebuilt with shifter, like new, \$850. Don, 903-852-7067. TX.

NOS: 1960 grille, \$195; 1961 grille, \$295; 1961 headlight doors, \$195 pair; 1960 deluxe wheelcovers, 13", \$195 set of four; 1962–63 Deluxe Squire wheelcovers, 13", \$195 set of four. Also good used 1962–63 Deluxe Squire caps, \$40–\$100 per set based on condition. 1962–63 Squire wood grained gas caps, in the box, \$295. New hardtop bucket seat upholstery, tan or black front and rear seats, \$300 per set. Nice used: polished 1963 grille, \$595. 1963 headlight doors, \$50–\$95 pair; good 1960 grille with a scratch, \$95; nice used 1961 grille with good parking lights, \$195. Re-chromed interior windshield trim for hardtops and convertibles, three piece set, \$325–\$450 exchange. 1964–65 six cylinder power steering systems: one from a working car, \$495; one stored outside and will need work, \$895—both very rare. 1966–67 power steering system: steering box with straight through shaft, complete lower linkage, no pump/brackets, \$495 as is. Narrow Pattern Toploader rebuilt four speed for a 1964½ Mustang, can work in a Falcon with a Falcon tailshaft housing, \$995. Single chrome Ranchero trim set, needs only the chrome handle for the gas cap, \$750. Station Wagon tailgate cranks, with serviced locks and new keys

for 1966–70, \$250; 1964–65 Futura door badges, repainted plus good chrome, \$20 a pair. 13" wire spinner hubcaps, all grades, restored, good used, and driver quality, levels one to four. 14" wires spinners buffed/not, two sets, \$400–\$550 per set. All prices are plus shipping, or can be delivered to the FCA Nationals in Kansas City. We have a 30+ year collection of Falcon and Comet parts, please call or email your needs, Lenny Kellogg, Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964–65 convertible top frame and related parts. Complete top frame assembly; side, corner, top, outside stainless windshield trim, left hand and right hand pot metal quarter trim, pump, cylinders, wiring, switch, latches, sun visors, side chrome inside windshield trim, one quarter window regulators, tracks, and tacking strip. Some minor rot in frame, but is in great usable condition. Pump/cylinder condition unknown. \$750 for all. Robert Dirksen, 678-313-8438 or sneskrid@charter.net for photos. GA.

Bare big bearing "N" case, \$300. 31 spline axles, \$300. 3.00 ring and pinion, \$75. Staggered shock plates, rough, \$75. All parts out of 1970 Cyclone. Should fit 1970½ Falcon. John, 413-527-8502. MA.

Ford-O-Matic two speed auto transmission for a straight six. Professionally rebuilt by United Transmission of Burlingame, CA. Barely 500 miles on rebuild. \$700 invested, but want to sell it, make offer. Can arrange delivery. Don Mangan, 650-787-4166 or hillbillydon1723@yahoo.com. CA.


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Two 1963 tudor doors, excellent condition with all hardware and trim, \$75 each. 1964 hardtop or convertible door, left hand, good structure but skin has heavy surface rust, includes vent window and glass, \$25. 1963 station wagon tailgate with power window, \$125. 8.0" axle, 3.0 ratio, 57.5" width flange to flange, \$125. 8.0" pig 3.0 ratio, \$75. 9.0" pig 3.25 ratio, \$85. Granada disc brake spindles, \$75 pair. 1965 power steering linkage and cylinder. Clearing out 50 year collection of Falcon parts. Let me know your needs. Lou Williams, 734-522-2548 or lew01a@earthlink.net. MI.

One rear bench seat from 1968–1969 Falcon. Light blue and dark blue vinyl and seat in excellent condition. Asking \$50 OBO plus shipping. Lloyd Marshment, 519-542-3684 or grhead@hotmail.com. ONT.

1965 Falcon parts. 27 moldings; new gas cap; two gold valve pan covers and gold air cleaner. 1963 Sprint console. Bob Miscovich, 724-523-6358 or sylvester74@juno.com. PA.

One Ford eight inch differential. Three to one gear ratio, limited slip, 28 tooth axle gears. Rebuilt with new bearings and seal. \$300 plus shipping. Ron Winkler, 775-356-7313. NV.

—Continued on page 17

The National Falcon News

Final Journeys



LOUIS LESLIE FREEMAN JR.

1934–2013

Louis Leslie Freeman Jr., 78, passed away Thursday, May 23, 2013. A memorial service was held at 11:00 AM Friday, May 31, at the John Knox Presbyterian Church in Fort Worth, Texas. His cremated remains will be placed in Dallas–Fort Worth National Cemetery. In lieu of flowers, the family suggests donations be made to either Odyssey Hospice or John Knox Presbyterian Church. Louis was born August 2, 1934, in El Dorado, Arkansas to Louis Leslie Freeman, Sr. and Lillian Violet Gaddy Freeman. He graduated from El Dorado High School in 1953. Louis attended Louisiana Tech University in Ruston, Louisiana where he was a member of Kappa Sigma Fraternity. While in college, Louis joined the Army and served as a military policeman and was honorably discharged with the rank of corporal in 1957. After his discharge from the Army, Louis married the love of his life, JoAnn Parker in 1957. Louis had a long career in the railroad industry, beginning with Shippers Car Line in Smackover, Arkansas as a sand hauler. He worked his way up to management and moved to Longview and then took a job with ACF Industries where he was eventually transferred to Bude, Mississippi, where he built a plant and became plant manager. After ACF, he moved back to Longview as a manager for Rescar, spending a year of his employment in Du Bois, PA, before moving back to Longview. After his time at Rescar, he owned his own railcar consulting business until he became employed at Trinity Industries where he worked as a plant manager in 1989 before moving to the corporate offices as a quality assurance manager in 1990 in Dallas. He remained with Trinity Industries until his retirement in 2000. Louis was an avid hunter and gun collector who loved to fish, watch the Dallas Cowboys and enjoy classic cars. In the early 2000s, Louis was a member of the Fort Worth Falcon Club where he loved to show off his 1965 Ford Ranchero pickup. During his time with the Falcon Club, he received multiple awards and trophies from numerous car shows. Louis was a wonderful and loving husband, father and grandfather, and will be sorely missed by all who knew him. The family would like to thank the home hospice nurses and support staff from Odyssey Hospice for the devoted and excellent care they gave to Louis during the final weeks. Survivors include his loving wife of 56 years, JoAnn Freeman of Fort Worth; son, Les Freeman and wife, Stephanie; grandson, Bryan and granddaughter, Samantha, all of Mansfield; and many other extended family members and friends.



Tribute to
LEE DALTON (FCA #2583)
1945–2014

I first got to know Lee Dalton at the Mile Hi Chapter meetings around 1988. Lee was a charter member when the chapter organized in 1985. He was a Ford man and a drag racer through and through. Most of you will know him as the driver and builder of the “Cookie Monster,” his 1964 Falcon race car. The Cookie Monster name came about after Lee’s young daughter, Sherry, thought that would be a good name for his car—after the popular TV show character on Sesame Street.

The name led to a relationship with long-time sponsor, The Colorado Cookie Company. Deanna, owner of the cookie company would always furnish Lee with dozens of cookies wherever he took the car. Besides drag racing, he liked working with kids and putting his car on display in the shopping malls around Denver. The Cookie Monster’s prominent location at the shopping mall led to him being a very popular guy with kids and their parents. It was a sponsor’s dream—a beautiful car on display and free cookies for everyone.

Lee worked with the Kids of Courage, a group that helps handicapped kids, young cancer victims, and kids with major ailments. He would work with the various drag strip owners; the kids could take a ride down the drag strip with him in his Falcon race car. He always told me what a thrill it was for these kids to participate in this with him and smiled as he told the story. He would then give them a Cookie Monster key chain to remember the event.

The Cookie Monster was a 1964 Falcon with a built 289 and two fours on a tunnel ram intake, Doug Nash five speed, and a very fast car, especially at 5000 to 6000 feet above sea level.

As a side note, I attended the NHRA Division Three opener at Detroit Dragway in April of 1964.

—Continued on page 16

Tribute to Lee Dalton

—Continued from page 15



Left: Lee at competitions with his white Falcon wagon race car and in his red two door at the 1999 NHRA Division 5 Finals in Topeka, Kansas. Above: Lee could be found at many malls with a stuffed Cookie Monster in a 1965 Falcon pedal car pulling the Cookie Wagon and putting on a show.

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Tribute to Lee Dalton

At that meet were the factory race teams—the Ramchargers, Golden Commandoes, a whole slew of Thunderbolts, and two 427 Comets, a hardtop and a four door station wagon. Don Nicholson and Eddie Schartman in the Comets obliterated the Mopars. Chevrolet was not in attendance. That 427 Comet wagon is seared in my memory as it beat the Ramchargers. A station wagon pulling the front wheels, on narrow slicks...it was too cool for school.

I always bugged Lee about building a wagon. I had a clean 1965 Futura wagon in my garage and invited Lee to come and look at it. I gave him the sales pitch and he said yes, and the Colorado Cookie Company bought the wagon for him. The Cookie Wagon was born. That car was a hit wherever it went, because not many people race wagons. When Lee would arrive at various drag strips, the announcer would say, "Here comes the Cookie Wagon." The kids would come a runnin' to get a cookie.

Lee got a good write-up in *Super Ford Magazine* when he won top honors at Phil Long Ford Day at Bandimere Speedway. He beat all comers and won a big pile of money that day.

At the celebration of Lee's life at the funeral home, Dave Bandimere was the emcee and told many great stories of Lee's abilities at the drag strip. After the service we went to a local place called Club Car, an exotic race car museum. Parked in the parking lot front and center was the Cookie Wagon on the trailer. As I walked inside, there it was again, front and center on display in all of her glory. It took my breath away. All around Lee's car were very special race cars, Indy roadsters, Ferraris, and many other historic cars. They were in good company and very impressive. Hundreds of Lee's friends told stories and ate cookies in honor of Lee.

Lee was a mountain of a man, always helping kids, promoting drag racing to them, and telling them stories about Falcons.

—Ronnie Crawford (FCA #4790)
Denver, Colorado

Classified Advertising

—Continued from page 14

Excellent parts from original 1964 six cylinder Falcon convertible. Complete rear end with new brakes, wheel cylinders and carrier bearings, \$150. Five 13" four lug wheels and tires, \$80. Complete heater assembly with excellent control panel and cables, \$75. Shipping extra. Wayne Rollins, 865-856-3030 or wrjr57@comcast.net. TN.

NOS Parts: C20B-13450-B lens, \$30. C2DZ-4851-A U-joint flange assembly, \$100. C0DZ-13341-A turn signal switch plate, \$55. C4DZ-5630-C spring shackle kit, \$75. C4DZ-17A553-A wiper switch, \$60. C6DZ-18578-A heater switch, \$60. All plus shipping. John, 413-527-8502. MA.

Large 35 year collection of good used parts for 1960–69. Hoods, \$75–\$110. Doors, \$50–\$75. Chrome moldings, \$5–\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963–65 Comets and Fairlanes. Complete Fiberglass front clip for 1960–61 Falcons, new, \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org. MO.

WHERE'S MY AD?

Classified ads must be resubmitted monthly in order to run. Please do not ask for your ad to run multiple months, resubmit the ad in full monthly. Deadline for Classified Advertising is the 20th of the month two months before publication date (July 20 for September issue). Please email your ad if possible and use correct spelling, grammar and punctuation.

Parts available from 1967 Ford Falcon Sport Coupe. The body was not salvageable for restoration. If you are in need of specific parts for a 1967 Falcon, contact me. If the part is available, I will give an overview of the condition along with a price. Shipping extra charge or parts can be picked up. Many parts are interchangeable with 1966, 1968, 1969 and early 1970 Ford Falcons. Please call Bob Karpenko, 716-735-7547 between 7:00 and 9:30 PM Eastern. If no answer please leave a message. Email: GreedyMite@hotmail.com. NY.

—Continued on page 19

1964-73 MUSTANG	Online Ordering Now Available! melvinclassicfordparts.com  Send For Your Free Catalog! Mention this ad! 1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777
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Why Go To Nationals?

LETTER TO THE EDITOR

This *Letter to the Editor* is a perfect illustration of why we have an Annual National Convention and how it can be adventurous and informative, as well as a beneficial experience for all.

I just wanted to share an experience I had when my son and I visited the Kentucky 2012 Nationals. It was one of those fun filled days at the convention, but one experience really stands out in my mind. There was a gentleman sitting close to the rear door—I believe in the swap meet area—that had sections of a red car for sale. There were doors, fenders, etc. in a small box on the tailgate of the vehicle. It appeared to be the chrome window trim I was missing from my 1967 Falcon, which of course was sitting at home. I had driven my 1968 to the show from Fort Wayne, Indiana. There sat in front of me the two pieces of trim chrome I needed. Or, they could just as easily have been the wrong side or the wrong year from what I needed. What was I going to do? My son had the idea to search the lot of nearly 400 vehicles and try to find a similar car to mine. With camera in hand, we found a 1968 Sports Coupe that was pretty similar, took a picture, went back to the vendor and matched up the chrome to the picture. The trim was right! The exact trim I'd been looking for...for over a year. "Oh boy," I wondered, "how much is he going to want for it?" I really didn't determine what I was willing to pay before I went over to him. We chatted a while and just talked Falcon, like everyone else was doing. I inquired about the trim and he asked me how much it was worth to me. Oh, how I hate that question; I honestly told him I wasn't sure. As we talked I noticed he was a bit labored in his speech due to a throat device. Then he about blew me over when he said, "Heck, money isn't everything. You can have it and hope it works for you." Now that's the kind of people you meet at a Falcon Convention.

—Bill Honor (FCA #6393)
Ft. Wayne, Indiana



Classified Advertising

—Continued from page 17

PARTS WANTED

Rear bumper for 1964–1965 Falcon. Needs to be straight; dull or faded patina is just fine. Good chrome, but not show quality. Will go on an unrestored patina daily driver. Call or text Doug, 850-866-2315 or WCC342@hotmail.com. FL.

Wanted: 1963/1964/1965 Falcon HiPo exhaust manifolds; 1965 Falcon deluxe gas cap; 1964/1965 vinyl top trim. Vic Falcone, 518-355-7756, vfallcon64@aol.com. NY.

WANTED: 289 Hi Po San Jose built four speed radiator. Top tank is stamped:

C4ZE W-MO
G2 2-65

I am looking for 3939-S fuel pump with February 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Looking for 1961 Falcon stainless steel body moldings. Fenders: all cars/ Doors: Four/ Quarters: four door wagon/ Rear: wagons. Pete, x2k@lycos.com, CA.

Want to buy a good dash pad unit for a 1968, 1969, or early 1970 Falcon. I am looking for a dash pad with no cracks. Very slight speaker hole area issues are OK. Color isn't an issue as it will be re-dyed to match the interior of my car. If anyone has a dash pad to sell, please contact me with an explanation of condition and price along with cost of shipping to zip code 14105. Bob Karpenko, 716-735-7547, Eastern or GreedyMite@hotmail.com. NY.

Heater fan switch for 1963 Ranchero. Don Mangan, 650-787-4166 or hillbillydon1723@yahoo.com. CA.

1964, 1965 automatic floor shifter for a Falcon or Ranchero. A non-column shift steering column for a 1964 or 1965 Falcon or Ranchero. Please contact Paul at 617-549-9973 or paul@bostonsoundworks.com. MA.

INFORMATION WANTED

Does anyone know if there are any blueprints for the 1963 Ford Falcon Futura? If so, please contact Rich, my64ranch@aol.com.

PASSWORD

Access the technical articles on the FCA website with this password: FCAMemberIGS.

MISCELLANEOUS FOR SALE



This red 1965 Falcon Sprint artwork is now available in a 12" x 24" limited edition art print, from original art by automotive designer/artist, and Falcon Club member,

Jim Gerdorn. The print is \$40, with free shipping (US and Canada), and each is personally signed and numbered by Jim. This is one of many prints available on Jim's website DesignFactoryArt.com. The print can be ordered online, or by mail from Design Factory, P.O. Box 14037, Lenexa, KS 66285-4037.

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WHERE IS IT NOW?

This 1965 Harvest Gold Futura sedan, VIN #5H16C248253, was last seen in the Vancouver, Washington area in 2006 with Washington plates 161 ROO.



It was a 1965 Harvest Gold Futura sedan, factory Model 54A with a 289 C4 automatic. My grandfather taught my dad to drive in it. Dad cruised the local drive-ins with his friends in it and in the late 1960s, painted the steel wheels black and installed "Baby Moon" caps to make it look cooler and, I believe, put lake pipes on it.

My dad was the first one to wreck the car. He spun out on a wet street in the spring of 1966 and got it hung on a chain link fence at around 3:00 PM when his friends were getting home from school. A police car stopped to help along with a good friend who had a Land Cruiser. When they used the Land Cruiser to pull the Futura free, the fence was snagged on the chassis and they pulled the fence down, dragging it across the hood of the police car and damaging the paint.

My grandparents used the car as a daily driver from 1965 until 1986, and even drove it to London, Ontario, Canada in 1982. In December 1983 it was involved in a serious accident. On their way home from a family funeral in Yakima, Washington, Grandpa stopped to put on tires chains while Grandma was in the front seat reading. Approaching from the opposite direction was an empty tractor trailer rig that

was losing control in the snow. The truck slid across four lanes of traffic and the median and struck the Futura with the trailer as it spun. My grandparents managed to leap to safety in the ditch and narrowly missed being killed as the trailer passed over them. The Futura was badly crippled, yet managed to limp home. The insurance company refused to repair the car; my grandparents sued and won, but the insurance company did a poor job repairing it.

In 1986, Grandma bought a new station wagon and the Futura was transferred to my parents. I loved growing up in that Futura from 1986 to 1991. From two years old, this 1965 Futura was my "End all...Be all" of vintage cars and my childhood passion. I believe I even took it once to kindergarten for "Show and Tell."

*"That Futura was
the genesis of my
love for Falcons..."*

When my grandmother passed away in late 1990, Dad put the Futura up for sale and we took the newer wagon. When it sold in April 1991 I was absolutely crushed. I was so mad at my Dad that I vowed at six years old to save my money and buy my own Falcon one day. From 1991 to 2001, I saved every nickel and dime I earned and eventually bought my 1965 standard sedan in November, 2001. I am now in the midst of its restoration.



I never forgot the Falcon that started it all and have dreamed of finding it again. Dad saw it a few times in town before 1993. In 1998, while walking home from school, I saw it parked two blocks from my school. I was able to identify it immediately because of several distinguishing characteristics:

- It had gold, three point seat belts from a 1984 Toyota pickup Dad installed in the late 1980s.
- It had a crooked rear bumper, tilting down on the left side. Grandpa installed it that way after having it plated.
- On the rear tail pan with gas cap, I once peeled off a AAA sticker and took the paint with it.
- It had a replacement gas cap.
- It was missing a hood ornament that was lost in the 1983 accident.
- It had a replacement antenna.
- It had the black painted steel wheels with Ford caps that my dad painted.
- The car's VIN number: 5H16C248253.

All of these identifying marks were still intact when I saw it in 1998 but it was in sad shape. I went back to ask about the car the next day, but the car was gone. Dad saw the car again in 2003 and 2005, but there have been no sightings since. Does anyone know where it is now?

—Clayton Paddison
falconman19652000@yahoo.com

Tulsa Migration

—Continued from page 5

The next morning, we were guided through Chicago by a local Falcon guy who was a retired Fire Chief. He knew the best way to get downtown while keeping 15 Falcons all together. What a great experience! He drove us around many of the sights of Chicago before arriving at the Trail Head. After several minutes of picture taking and general revelry with the natives, we were on our way.

As we traveled along Route 66, we seemed to form groups of four to five cars; each group desiring to have its own unique adventure. We stopped at different attractions along the way—depending on what interested each group. We found many different things to do and see along this treasured highway—one of America's first to cross the nation.

Stops in Illinois included Lincoln's Heritage in Flight Museum and Springfield's Abraham Lincoln Presidential Library and Museum.



Look who's posing with Tom Lauppe, Barbers, Garretts and Clements at the Abraham Lincoln Presidential Library and Museum.



Left: Tom Lauppe and his Sprint stand in front of the Rainbow Curve Bridge, the only remaining Marsh Arch Bridge on Route 66. Right: A stop at the Route 66 Rocker provided a break for some hot and weary travelers.

—Continued on page 23

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FCA Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun. monthly
Pig Stand, 1508 Bdwy.
San Antonio, TX
210-626-2050

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
Mesa, AZ
480-888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. Mar., June,
Sept., Dec. 4:00 PM
Mark's Feed Store
10316 Dixie Hwy.
Valley Station, KY
502-290-8716

Blue Ridge Chapter South Carolina

3rd Sun. monthly
Greer, SC
864-879-1060

Capital City Chapter Austin, TX

3rd Sat. monthly
4:00 PM
512-670-0544

Carolinas Chapter Charlotte, NC

1st Mon. 7:00 PM
Holiday Inn Express
2491 Wonder Dr.
Exit 60: I-85
Kannapolis, NC
704-736-1920

Central California Falcons Bakersfield, CA

1st Tue. 7:00 PM
Rosemary's Creamery
F St.
661-587-5839

Columbia River Chapter Vancouver, WA

1st Thurs. monthly
7:30 PM, Mar.–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. monthly
501-605-1370

Gateway Chapter St. Louis, MO

4th Sun. monthly
636-677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat. odd months
408-293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

Hoosier Chapter Indiana

1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
913-592-3571

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastfalconchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
952-334-1653
northland-falcons.com

Rainier Chapter Seattle, WA

3rd Wed. monthly
except Dec. & Feb. Varied.
RainierFalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly,
6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months
5:30 PM
Valley Ranch BBQ
22548 SH 249
Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. even months
804-739-1615

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter

Western Colorado
Meetings quarterly
Call Ted for details.
970-314-2498

Tulsa Migration

—Continued from page 21

Vintage gas stations were popular stops for all of our groups. Various groups seemed to bump into each other at these stations, which also became known as converted tourist trinket shops. With our cars lined up in front of their service bays, it was like time had been standing still—as though the station had shut down on a Friday evening and was awaiting Monday's customers.

We found it difficult to make our time and distance goals as there were so many things to see. Even though we stopped about every hour or so, it was a journey and an experience we were all glad to be a part of. Most of the trip was done in 95 to 100 degree heat. We all wished it had been just a bit cooler.

As we crossed into Missouri, we found the imagination of folks trying to draw tourists quite innovative. Why would a giant rocking chair ever occur to anyone as a sightseeing draw?

I guess it worked—we stopped, got cool drinks, used the facilities, looked at their trinkets and moved on.

We discovered the oldest section of Route 66 after we entered a farming area of southwestern Kansas and northeast Oklahoma. The highway became all dirt with just a center section of concrete for several miles. It seemed like we were in a farmer's field!

Soon after, Rose and I were looking for a late lunch stop and a place to cool down; I believe it was about 100 degrees that day. Just as I was to give up hope, we spotted a place interestingly named the Prairie Rose Grille. We pulled in with Tom for a quick bite at this nice little place.

After lunch it was on the road again for just a couple hours more. We pulled in to our Tulsa Hotel mid-afternoon feeling very warm and



Our last stop was for lunch in Chelsea, Oklahoma before arriving in Tulsa.

thirsty. After days of traveling, it was now time to gather with hundreds of our Falcon Club friends and see their great Falcons, go check out vendor spaces and Valve Cover Races, and partake in all the great meals. And of course, after sundown, to find those ever increasing "circles" of camp chairs in the parking lot.

—Phil Barber (FCA #1581)
Annapolis, Maryland

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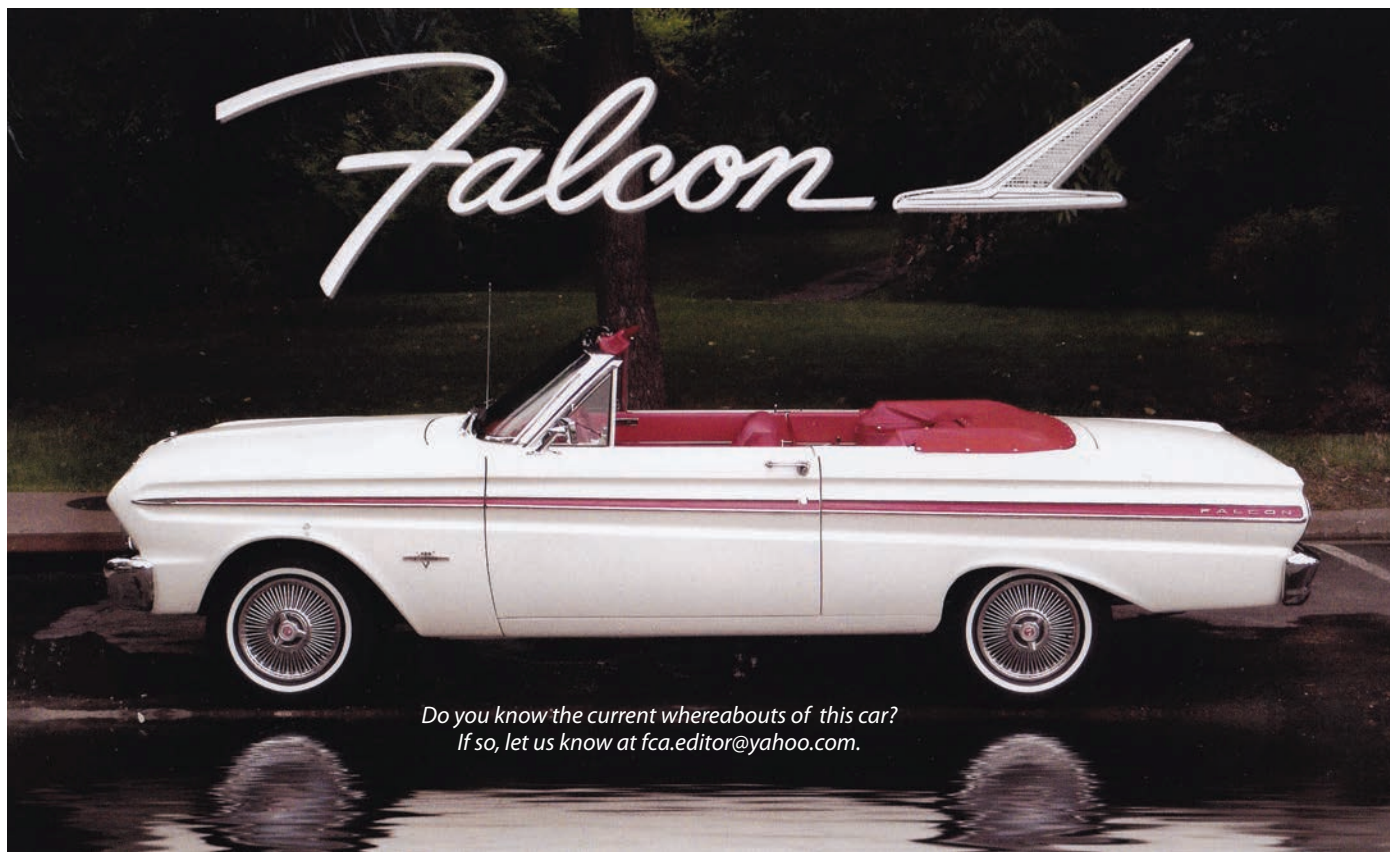
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